

4. EXISTING CONDITIONS

4.1 Data Sources Reviewed

The data sources that were reviewed in preparation of this project include:

- Clackamas County Zoning Ordinance
- Canby Comprehensive Plan
- Canby Transportation System Plan
- Canby Land Development and Planning Ordinance
- Canby Land Needs Study
- Canby Wastewater Collection System Plan
- Canby Utility Water Master Plan
- Canby Parks and Recreation Master Plan
- Canby Industrial Area Master Plan
- 2003 Residential Rezoning Project
- Private utility information (Northwest Natural Gas, Willamette Broadband, Canby Telephone, Canby Utility)
- GIS/AutoCAD mapping of the Concept Plan area provided by the City of Canby, Curran-McLeod Consulting Engineers, and Metro
- Aerial photography from 2003
- Oregon Highway Plan
- ODOT Statewide Transportation Improvement Program
- Clackamas County Transportation Improvement Program

4.2 Land Use and Natural Resources

Existing development within the Concept Plan area is sparse, and is generally concentrated along Oregon 99E, S Haines, NE Territorial Road, SE 1st Avenue and Carriage Lane (Figure 4-1). There are large expanses of land that are either vacant or in agricultural or forestry use in the Concept Plan area's interior. There are approximately 100 structures in the Concept Plan area, most of which are single-family dwellings, sheds, and garages. Active commercial uses include a restaurant and a coffee kiosk. In addition, two churches operate in the northwestern corner of the area. There are 54 parcels, ranging in size from one-half acre to 40 acres. The median parcel size is 2.0 acres and the average size is 3.3 acres.

The area includes a 2.0 acre man-made pond located near the center of the site, which is listed on the National Wetlands Inventory as a palustrine, or marshy, wetland. The pond drains to a creek that crosses under Oregon 99E to the northwest of the pond. An inventory of locally significant wetlands has not been completed for this area; therefore it is unknown whether this resource qualifies for Goal 5 protection. The Department of State Lands (DSL) has indicated that no wetland delineations have been completed for the pond; therefore it is unknown whether the wetland is under DSL's jurisdiction and is protected from dredging and filling activities. The Concept Plan area also includes forest resources.

home subdivisions, churches, schools and other public uses, and remaining farm and forest uses.

4.4.3 City of Canby Land Development Ordinance

The *City of Canby Land Development Ordinance* establishes provisions for siting and design of residential development. The Ordinance allows a variety of different residential and commercial zoning designations, allowing a broad range of housing densities, which could be applied to the NE Canby Concept Plan area following City adoption of the Concept Plan and Comprehensive Plan Map amendment; zoning could be applied at the time of annexation. Key features of each residential zoning designation are summarized in Table 4-1 below.

Table 4-1. Summary of Existing Canby Residential Zones

Zoning Designation	Key Features
R-1: Low Density Residential	<p>Allows single family dwellings and accessory structures, and limited other uses</p> <p>Minimum lot area is 7,000 square feet</p> <p>Maximum lot area is 10,000 square feet</p> <p>Restricts building dimensions</p>
R-1.5: Medium Density Residential Zone	<p>Allows single family dwellings, duplexes and triplexes, and limited other uses</p> <p>Minimum lot area is 5,000 square feet</p> <p>Maximum lot area is 6,500 square feet</p> <p>Restricts building dimensions</p>
R-2 High Density Residential Zone	<p>Allows single family dwellings, duplexes, triplexes, boarding houses, manufactured housing, and multi-family dwellings, and other limited uses</p> <p>Minimum density is 14 units per acre</p> <p>No maximum density</p> <p>Restricts building dimensions</p> <p>Requires a 15 foot buffer between multifamily development and adjacent R-1 or R-1.5 zoned property</p>

4.4.4 City of Canby Land Needs Study

The *City of Canby Land Needs Study* (1999) assessed the demand for vacant buildable land by land use type, as well as the supply of available land. The purpose of the report was to provide a basis for adjusting the City's Urban Growth Boundary based on land needs forecasts. The Land Needs Study found that there was an adequate supply of residential land to meet growth demands; however, it was found that there was a significant oversupply of low-density (LDR/R-1) land and an undersupply of medium- and high-density (MDR/R-1.5 and HDR/R-2) land required to meet long-term land needs. These land needs have been addressed by the Comprehensive Plan Update and the subsequent Residential Rezoning Project.

4.4.5 City of Canby Residential Rezoning Project

The *City of Canby Residential Rezoning* project updated the City's zoning code to meet the demands of a growing and diversifying population base. The Residential Rezoning project also updated the City's zoning ordinance to conform to the most recent Comprehensive Plan

the same segment, the Clackamas County Comprehensive Plan classifies the roadway as a Minor Arterial.

4.3.5 S Mulino Road

S Mulino Road is a two lane Collector according to the Canby TSP and the Clackamas County Comprehensive Plan. From its northern terminus at SE 1st Avenue/S Haines Road, S Mulino Road provides access to rural areas south of Canby. The road is under the jurisdiction of Clackamas County.

4.4 Plans and Policies

This section summarizes plans and policies that are relevant to the NE Canby Concept Plan project.

4.4.1 Clackamas County Zoning Ordinance

The Concept Plan area is within Clackamas County, and is included within the City of Canby's Urban Growth Boundary (UGB). Clackamas County currently has jurisdiction for zoning in the Concept Plan area. The County's zoning ordinance designates the entire Concept Plan area as Rural Residential Farm/Forest-5 Acres (RRFF-5). The purpose of the existing zoning designation is:

- To provide areas for rural living where this type of development is compatible with the continuation of farm and forest uses
- To conserve the natural scenic beauty of the County
- To protect the watersheds of existing or potential major sources of municipal or domestic water supply from encroachment by uses that would affect the quantity or quality of water produced, protect wildlife habitats, and other such uses associated with the forest
- To avoid the potential hazards of damage from fire, pollution, and conflict caused by urbanization.

Allowed uses within the RRFF zone includes single-family dwellings, farming and ancillary uses, and forestry. Conditional uses include churches, schools, daycare facilities, mining, landfills, composting facilities, wireless telecommunications facilities, kennels, cemeteries, aircraft land uses, Bed and breakfast (under six bedrooms), hydroelectric facilities, and recreation.

Development standards for the Concept Plan area are specified by Clackamas County's Zoning Ordinance. Specific requirements address:

- Minimum lot size (5.0 acres)
- Setbacks
- Dimensional standards
- Vision clearance
- Scenic road provisions.

4.4.2 City of Canby Comprehensive Plan

The *City of Canby Comprehensive Plan* contains policies that establish future land uses for the Concept Plan area. The City's Comprehensive Plan Designation for the area is Low Density Residential (LDR). Uses intended for the LDR designation include detached single family dwelling units, occasional duplex units, and incidental accessory uses; but also include approved "home occupation" type commercial activities, planned unit developments, mobile

4.3 Automobile Circulation

4.3.1 Oregon 99E

Oregon 99E is the main thoroughfare passing through the Concept Plan area. The roadway has five lanes (two through lanes in each direction and a center turn lane) and is under the jurisdiction of ODOT. It connects Canby north toward Oregon City and Portland and south toward central Canby and Salem. Slightly north of the intersection with N Redwood Street/S Sequoia Parkway, the facility has a posted speed of 45 mph. The posted speed decreases to 40 mph just north of N Redwood Street/S Sequoia Parkway, and lowers to 35 mph south of the intersection. The 2000 *Canby Transportation System Plan* (TSP) classifies Oregon 99E as an Arterial, and the facility is designated as a Major Arterial by the Clackamas County Comprehensive Plan. The facility is owned and operated by ODOT and is further classified as a Regional Highway by the *1999 Oregon Highway Plan* (OHP).

The Union Pacific Railroad is located close to Oregon 99E and parallels the highway on the west side of the Concept Plan area. At-grade railroad crossings are located west of the intersections of Oregon 99E with N/S Pine Street, N Redwood Street, and NE Territorial Road.

4.3.2 SE 1st Avenue/S Haines Road

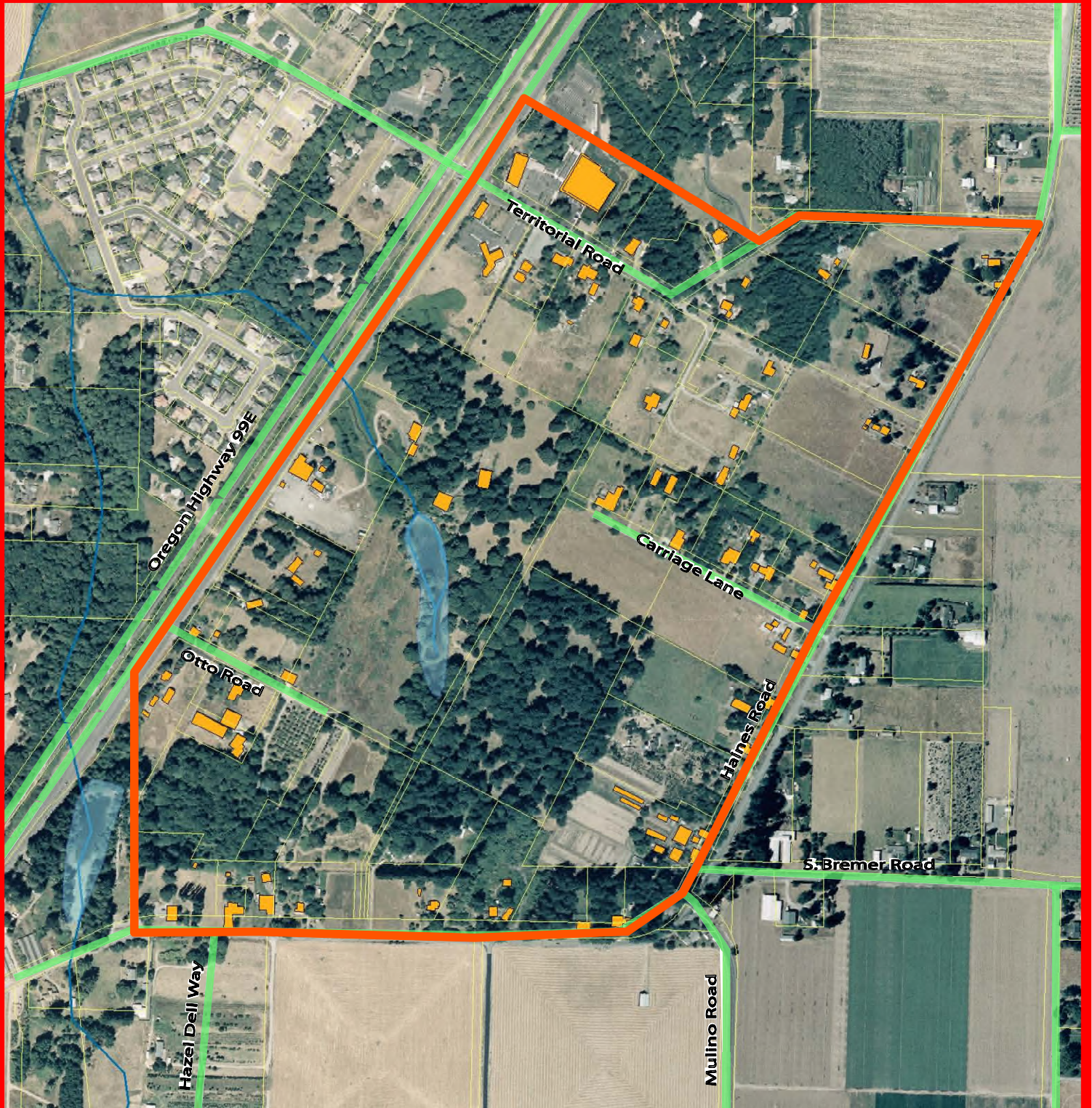
SE 1st Avenue is a two-lane facility classified as a Collector by the Clackamas County Comprehensive Plan between S Sequoia Parkway and S Mulino Road. The facility does not have an existing functional classification in the Canby TSP as it is under Clackamas County's jurisdiction, but has a recommended classification of Collector between S Mulino Road and the future intersection with Hazel Dell Road. North of S Mulino Road, SE 1st Avenue becomes S Haines Road and travels north toward Oregon 99E and Oregon City. The facility has two lanes and is classified as a Local Road by the Clackamas County Comprehensive Plan. While this facility does not have an existing functional classification in the Canby TSP, the document recommends that the roadway be classified as a Collector between S Mulino Road and NE Territorial Road.

4.3.3 Hazel Dell Way

Hazel Dell Way is a newly constructed street connecting S Sequoia Parkway with SE 1st Avenue and providing access to the Canby Market Center. The facility has two lanes and a center turn lane. The street does not have an existing functional classification in the Canby TSP, but has a recommended Collector classification between S Sequoia Parkway and the future connection with SE 1st Avenue. Hazel Dell Way is a City of Canby facility.

4.3.4 NE Territorial Road

NE Territorial Road is a two-lane facility skirting the north edge of the City of Canby under the county's jurisdiction. The facility has a posted speed of 25 mph between N Holly and N Maple Streets, 35 mph between N Maple Street and the alignment of Molalla Forest Road, and 45 mph between Molalla Forest Road and Oregon 99E. NE Territorial Road is currently classified as an Arterial between N Holly Street and S Haines Road in the Canby TSP. Along



- MASTER PLAN AREA BOUNDARY
- TAXLOT BOUNDARY
- EXISTING STREET
- EXISTING BUILDING FOOTPRINT
- STREAM/POND


 1"=600'

NE CANBY MASTER PLAN

FIGURE 4-1: EXISTING CONDITIONS

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Parametrix

update. This Rezoning project identified the NE Canby Concept Plan Concept Plan area as an “area of special concern”. According to the Rezoning project, the Concept Plan area offers a unique opportunity to develop a master plan for the area to create zoning language and/or overlays that encourage a mixed density neighborhood. The Rezoning project held the area in reserve and assigned it a low priority for annexation until this Master Plan was completed. The Rezoning project found that a minimum of 12 acres of High Density Residential Development and a minimum of 15 acres of Medium Density Development would be appropriate for the Concept Plan area. These numbers were intended to serve as guidelines, but could be increased if more density were desirable, especially if it were intended to protect open spaces, natural features, or other desirable elements in the area. The Rezoning project found that development of the master plan should concentrate on protecting special natural and physical characteristics of the area.